

Growth and Development in Southeast Tucson

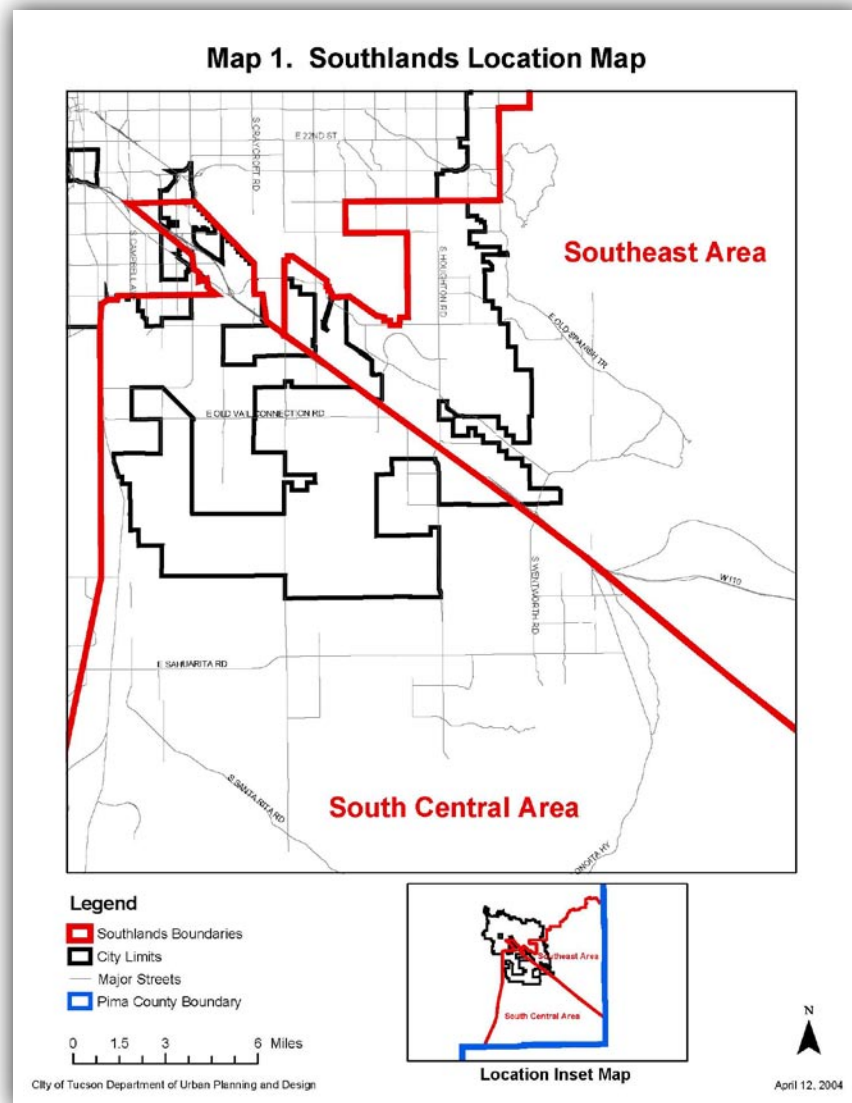


August 2004



Department of
**URBAN PLANNING
& DESIGN**

The “Southlands” area of the Tucson metropolitan area contains 868 vacant square miles, 418 of which are Arizona State Trust Lands. The area is located both within the City limits and also within unincorporated Pima County. Development pressure has increased significantly in this area due to the growth of the metropolitan area.



result of maximizing land value. It will also ensure the long term fiscal viability of the City through the orderly development of infrastructure to those areas.

This report explores growth and development in the Southlands. Some key findings in this report include:



- The Southlands area contains 1,083 square miles, and 868 are vacant. State Trust Lands constitute 418 square miles of this vacant land.
- The area currently contains over 50,000 residents, a 282% increase since 1980.
- The population of the area is projected to reach 250,000 residents by the year 2030.
- The area had 7,981 permits for new residential units since 2000, or 15.6% of the region's total.
- There are currently 20,110 residential units platted in the area, with existing subdivisions expecting a total build-out of 33,931 units.
- The average sales price for a single-family home in the Southlands area was \$143,980, which was 80.8% of the region-wide average. This is an 80.1% increase since 1994, compared with the region-wide increase of 54.6% during this time.
- Major roadways in the Southlands area have experienced significant increases in Average Daily Traffic (ADT) since 1990. In terms of projected ADT projected for the year 2025, Houghton Road south of Irvington is expected to increase by 468% and near Interstate 10 by 248%. This is compared to a projected increase of 92% for total ADT for the entire region during this period.
- Much of the growth in area of the City of Tucson has been the result of annexation, with most of the Southlands area within the City annexed since 1980.
- The need to plan effectively for the Southlands area is identified in the City's General Plan.
- In response to the increased growth in the Southlands area, there are a number of planning processes underway including: Houghton Area Master Plan; Davis Monthan Airforce Base Joint Land Use Study; transportation plans for Sahuarita Road, Houghton Road and I-10; and the Sonoran Desert Conservation Plan.
- Major developers are also planning private projects in the Southlands Area.
- In 2004, over half of all residential permits were issued for locations south of 22nd Street.

TUCSON SOUTHLANDS AREA

The Southlands encompasses a broad part of the Tucson metropolitan area. The area is bisected by I-10. The part to the north is identified in this report as “Southeast Tucson”, which is generally the area south of Escalante Road. The area to the south is “South-Central Tucson” and is generally located east of I-19 and south of Davis Monthan Air Force Base and Tucson International Airport. Map 1 shows this area. The total size of the area is 1,083 square miles, with 37% in the Southeast area and 63% in South-Central area.

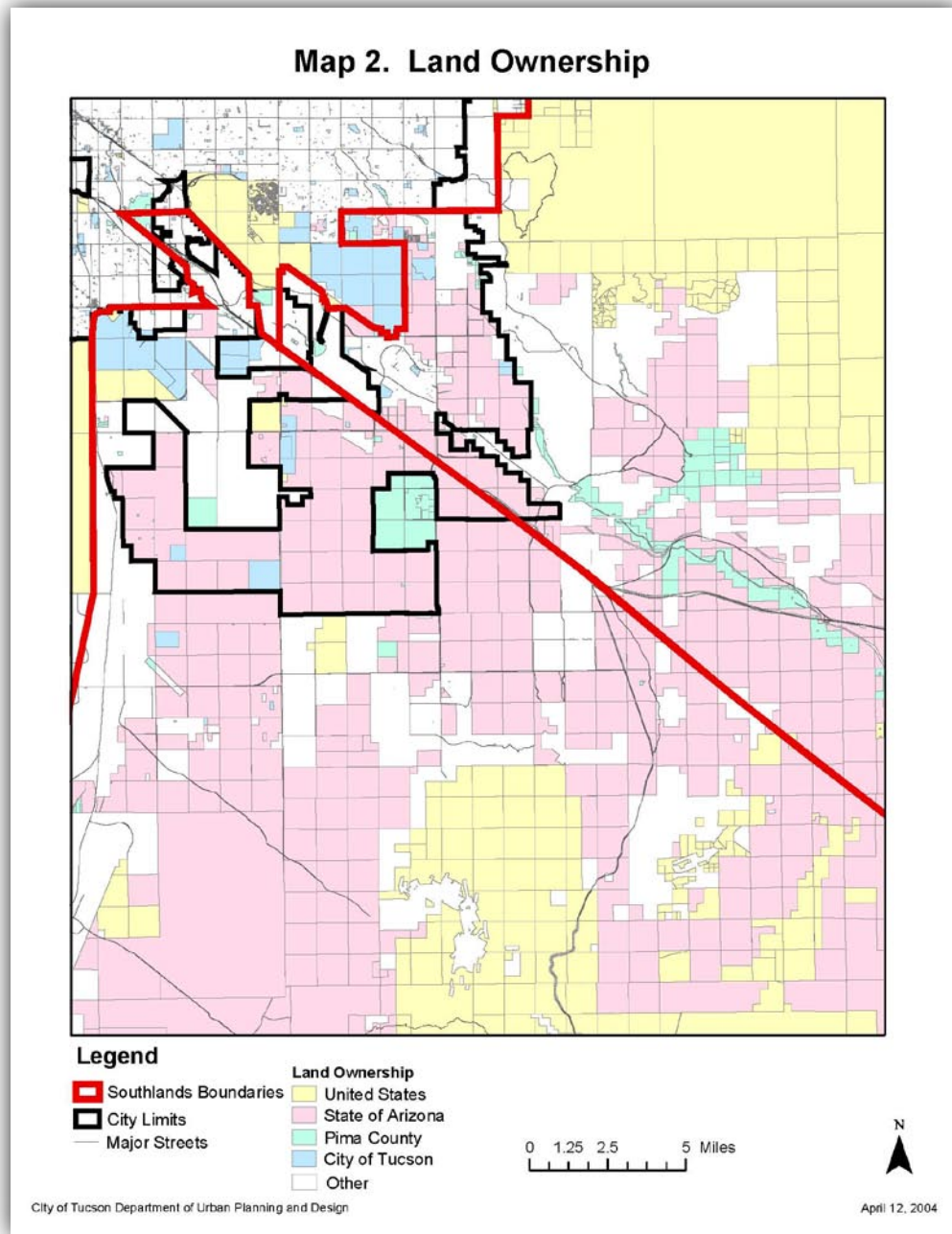


Table 1 shows land ownership within the areas. The State of Arizona and the Federal government own the vast majority, 418.5 and 393.7 square miles, respectively.

Table 1. Land Ownership in Southlands, in Square Miles

	Southlands	Southeast Sub Area	South-Central Sub Area
Federal	393.7 (36.4%)	234.5 (50.9%)	159.2 (25.6%)
State	418.5 (38.6%)	121.3 (26.3%)	297.2 (47.8%)
County	25.8 (2.4%)	11.6 (2.5%)	14.2 (2.3%)
City	19.4 (1.8%)	9.6 (2.1%)	9.8 (1.6%)
Other	225.5 (20.8%)	83.7 (18.2%)	141.8 (22.8%)
TOTAL	1082.9 (100%)	460.7 (100%)	622.2 (100%)

Source: City of Tucson, Department of Urban Planning & Design



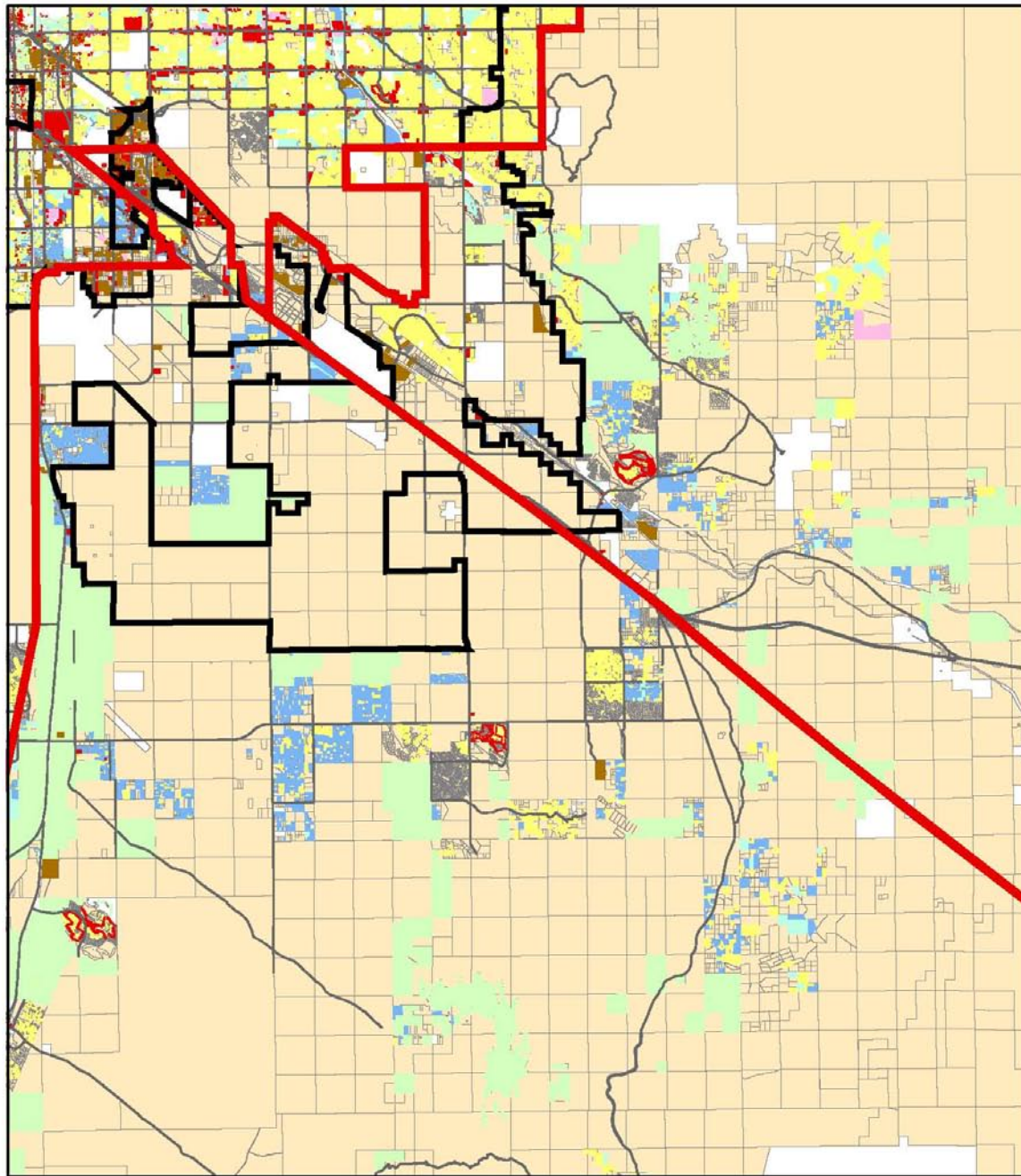
The majority of land in the Southlands area, 867.9 square miles, is vacant. The South-central area contains several large state land tracts that were recently annexed into the City. Other significant land uses include “agricultural”, which comprises 61 square miles, and to a lesser extent, “residential” totaling 23.8% of the land area of Southlands.

Table 2. Land Use in Southeast Tucson, in Square Miles

	Total Area	Southeast Sub Area	South-Central Sub Area
Vacant	867.9 (80.1%)	383.5 (83.2%)	484.5 (77.9%)
Residential	39.6 (3.7%)	15.9 (3.5%)	23.8 (3.8%)
Commercial/Office	3.8 (0.4%)	1.3 (0.3%)	2.5 (0.4%)
Industrial	2.8 (0.3%)	1.3 (0.3%)	1.5 (0.2%)
Agricultural	90.7 (8.4%)	29.7 (6.4%)	61.0 (9.8%)
Other	78.1 (7.2%)	29.0 (6.3%)	48.9 (7.9%)
TOTAL	1082.9 (100%)	460.7 (100%)	622.2 (100%)

Source: City of Tucson, Department of Urban Planning & Design

Map 3. Land Use



Legend

- Southlands Boundaries
- City Limits
- Major Streets

Land Use

- Single Family Residential Use
- Mobile Home Use
- Multi-Family Residential Use
- Office Use

- Commercial Use
- Industrial Use
- Agricultural Use
- Vacant
- Other

0 1.25 2.5 5 Miles



Population Growth

The Southlands area currently has a sizable population of approximately 54,000 residents. The area is growing at a rate that is outpacing both the City and the region. Table 3 shows that the Southlands area has increased its population by 282% since 1980, or an annual increase of 11.8%. This is compared to the annual increases of 3.1% per year for Pima County, and 2.4% for the City of Tucson.

Table 3. Population 1980 - 2004

	Southlands	City of Tucson	Pima County
1980	14,200	330,537	531,443
1990	21,262	405,390	686,880
2000	43,158	486,699	843,746
2004	54,278	523,085	933,902
% Change 1980-2004	282%	58%	75%
Annual % Change	11.8%	2.4%	3.1%

Source: City of Tucson, Department of Urban Planning & Design

Table 4. Projected Population 2005 - 2030

	Southlands	City of Tucson	Pima County
2005	58,538	532,350	955,800
2015	118,325	659,829	1,174,900
2030	250,366	910,504	1,521,581
% Change 2005-2030	327.7%	71.0%	59.2%
Annual % Change	13.1%	2.8%	2.4%

Source: Pima Association of Governments

Table 4a. Projected Population 2005 – 2030, Sub-areas

	Total Southlands	Southeast portion	South-central portion
2005	58,538	31,479	27,059
2015	118,325	74,999	43,326
2030	250,366	144,454	105,912
% Change 2005-2030	327.7%	358.9%	291.4%
Annual % Change	13.1%	14.4%	11.7%

Source: Pima Association of Governments



Population projections prepared by the Pima Association of Governments (PAG) show even faster growth during the next 25 years for the Southlands. By the year 2030, the Southlands area is projected to contain 250,000 people, an increase of 327.7%. The annual rate of growth for Southlands is projected to be 13.1% compared to 2.8% for the City and 2.4% for the County.

Development Activity

The Southlands area is currently experiencing significant development and is one of the fastest growing parts of the region in terms of new residential units added. Table 5 shows building permits issued for new residential development since 2000. The table reveals that over 7,981 permits were issued in the southeastern part of the City, accounting for almost 16% of all permits.

Table 5. Permitted Residential Units Since 2000, by Economic District

Economic District	2000-2003	1st & 2nd Q. 2004	Permitted Units Since 2000	Percent of Regional Growth Since 2000
1. Far West	925	205	1,130	2.0%
2. Northwest	7,881	936	8,817	15.6%
3. Casas Adobes	2,619	70	2,689	4.8%
4. Catalina Foothills	2,413	167	2,580	4.6%
5. Tanque Verde	2,999	107	3,106	5.5%
6. Eastside	2,439	209	2,648	4.7%
7. North Central	1,274	98	1,372	2.4%
8. Flowing Wells	1,080	124	1,204	2.1%
9. Tucson Mountains	8,882	327	9,209	16.3%
10. Univ. of Arizona	459	84	543	1.0%
11. Central	178	10	188	0.3%
12. Near Eastside	923	308	1,231	2.2%
13. Southside	2,329	359	2,688	4.8%
14. Southwest	8,902	1,117	10,019	17.8%
15. Southeast	7,981	987	8,968	15.9%
Total	51,284	5,108	56,392	100.0%

Source: Metropolitan Tucson Land Use

Survey, Table 2.4, 2000-2003 and the Department of Urban Planning & Design



The Southlands have experienced strong development activity particularly since 2000. Map 4 shows approved subdivisions in the area and its environs and major projects that have been constructed. Among the developments in the area is Rita Ranch, a large subdivision that will ultimately contain 5,000 units, Mesquite Ranch with 619 units, and Civano, with a final build-out of 2,500 units. Outside the City, several major subdivisions have been approved, including 2,500 units at Rancho Del Lago and 5,361 units at Rocking K at Ranch Estates. In total, 20,100 units are currently platted, with an approved build-out of 33,931 units.

Table 6. Subdivisions with Build-out Over 500 units, Southlands

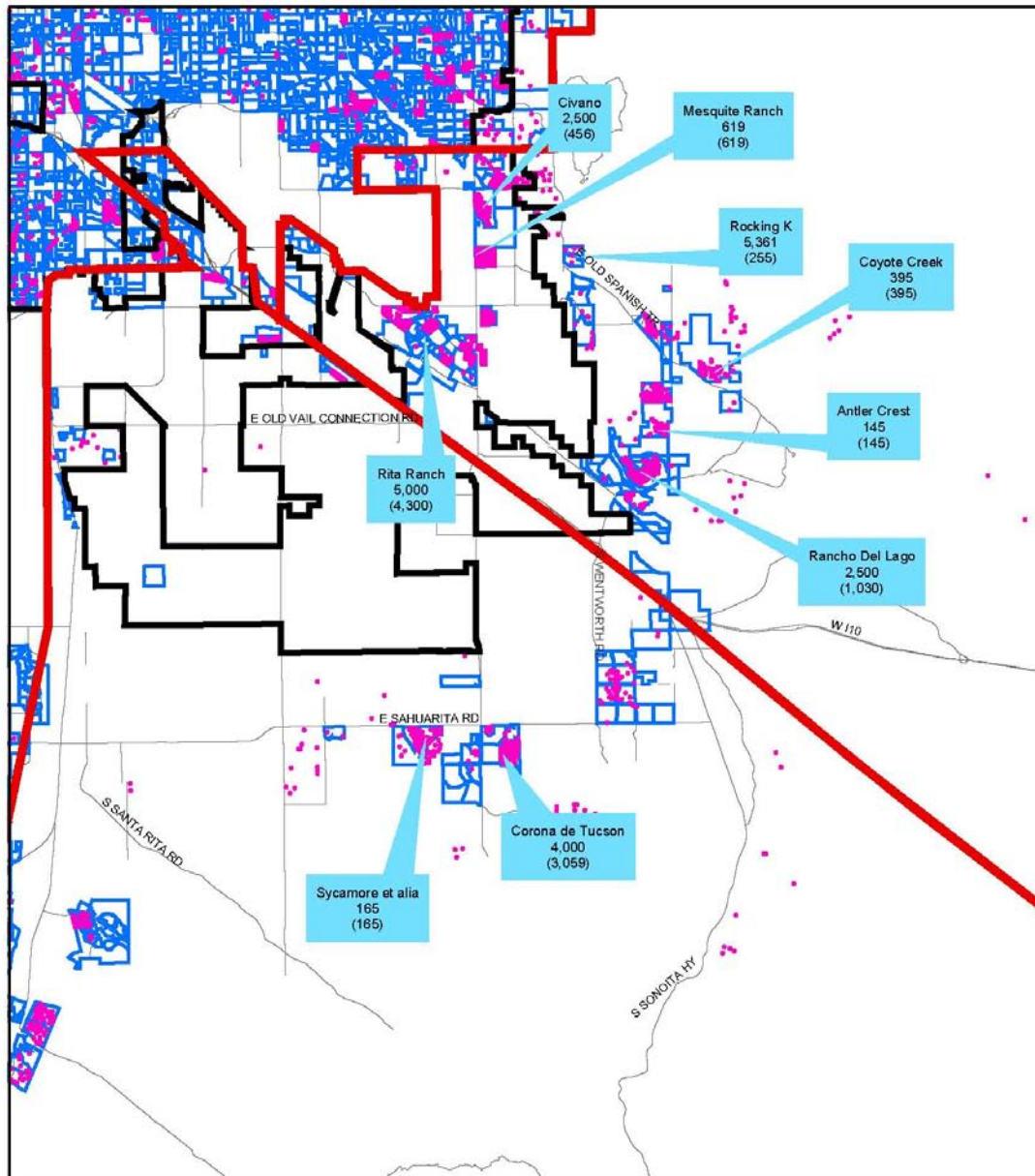
Subdivision Name	Build Out	Units Platted
Rocking K Estates	5,361	255
Rita Ranch	5,000	4,300
New Tucson	3,059	3,059
Rancho Sahuarita	3,000	2,000
Civano	2,500	556
Rancho Del Lago	2,500	1,030
La Estancia	2,000	0
Diamond Ventures	900	900
Valstate	680	680
Mesquite Ranch	619	619
Rincon Trails	505	505
Other (not listed)	7807	6206
Total Southlands	33,931	20,110

Source: City of Tucson, Department of Urban Planning & Design, 2004



Map 4. New Single Family Residential Permit Activity

New Single Family Residential Permits from January 2000 through December 2003



Legend

- Southlands Boundaries
- Subdivisions
- City of Tucson
- Major Streets
- New SFR Permits

Subdivision Name
Total Buildout
(Units Platted)

0 1.25 2.5 5 Miles



City of Tucson Department of Urban Planning and Design

April 12, 2004

Residential Real Estate Sales

Table 7 shows that while housing sales prices in the Southlands are still lower than region-wide average of \$178,171, prices have been increasing at a more rapid rate in the Southlands area since 1994. In 1994 the average sales price of a home in Southlands was \$79,950, which was only 69.4% of the average for the entire metropolitan area. By 2003, the average sales price in Southlands had increased to \$143,980, and had increased to 80.8% of the region-wide average.

Table 7. Average Sales Prices, 1994-2003

	Tucson Metropolitan Area	Southlands
Average Sales Price, 1994	\$115,265	\$79,950
Average Sales Price, 2003	\$178,171	\$143,980
% Change, 1994-2003	54.6%	80.1%
Annual % Change	5.5%	8.0%
% of Metro Area Average, 1994	100%	69.4%
% of Metro Area Average, 2003	100%	80.8%

Source: Derived from Tucson Association of Realtors, MLS data

Map 4 demonstrates that subdivisions are often constructed outside of the City limits in unincorporated Pima County, sometimes without adequate planning, substandard streets and infrastructure. As the City pursues annexation of urbanized areas, “county” developments become city neighborhoods. As a result, the City is often playing catch-up and the result is missed opportunities to manage growth and maximize the monetary value of the land. This method of development is not cost effective as it results in services being provided to land in a disorderly progression. The City has developed a Municipal Planning Area for use in planning areas outside of its municipal boundaries (see Plan for Annexation, page 16).



Transportation

Average daily traffic (ADT) on local roads in the Southlands is also increasing at a rapid rate, reflecting the growth in population and housing units within the Southlands area. Table 8 shows increases since 1990 for large roads in the Southlands areas. Valencia Road, west of Houghton, for example, has increased in ADT by 39.4% since 1990. For illustrative purposes, the major City street section of Campbell between Speedway and Grant will only experience a 14 % per year increase.

Table 8. Increases in ADT, Major Roadways 1990 – 2003

Southeast	ADT, 1990	ADT, 2003	% Change	Annual % Change
Houghton Road, South of Irvington	6,100	14,300	134%	9.6%
Valencia, West of Houghton	2,300	15,000	552%	39.4%
Rita Road	1,400	9,100	550%	39.3%
Vail Road	1,700	3,400	100%	7.1%
Irvington Road, E. of Harrison	3,400	6,000	76%	5.5%
South-Central	ADT, 1990	ADT, 2003	% Change	Annual % Change
Houghton Road, South of I-10	1,500	4,200	180%	12.9%
Wilmot Road	N/A	300	N/A	N/A
I-10, W. of Houghton	24,000	35,400	48%	3.4%
City of Tucson	ADT, 1990	ADT, 2003	% Change	Annual % Change
Campbell between Speedway and Grant	35,000	40,000	14%	1.0%

Source: Pima Association of Governments, 2003

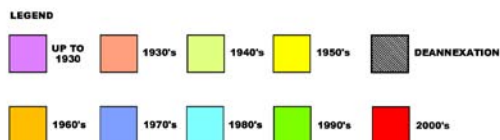
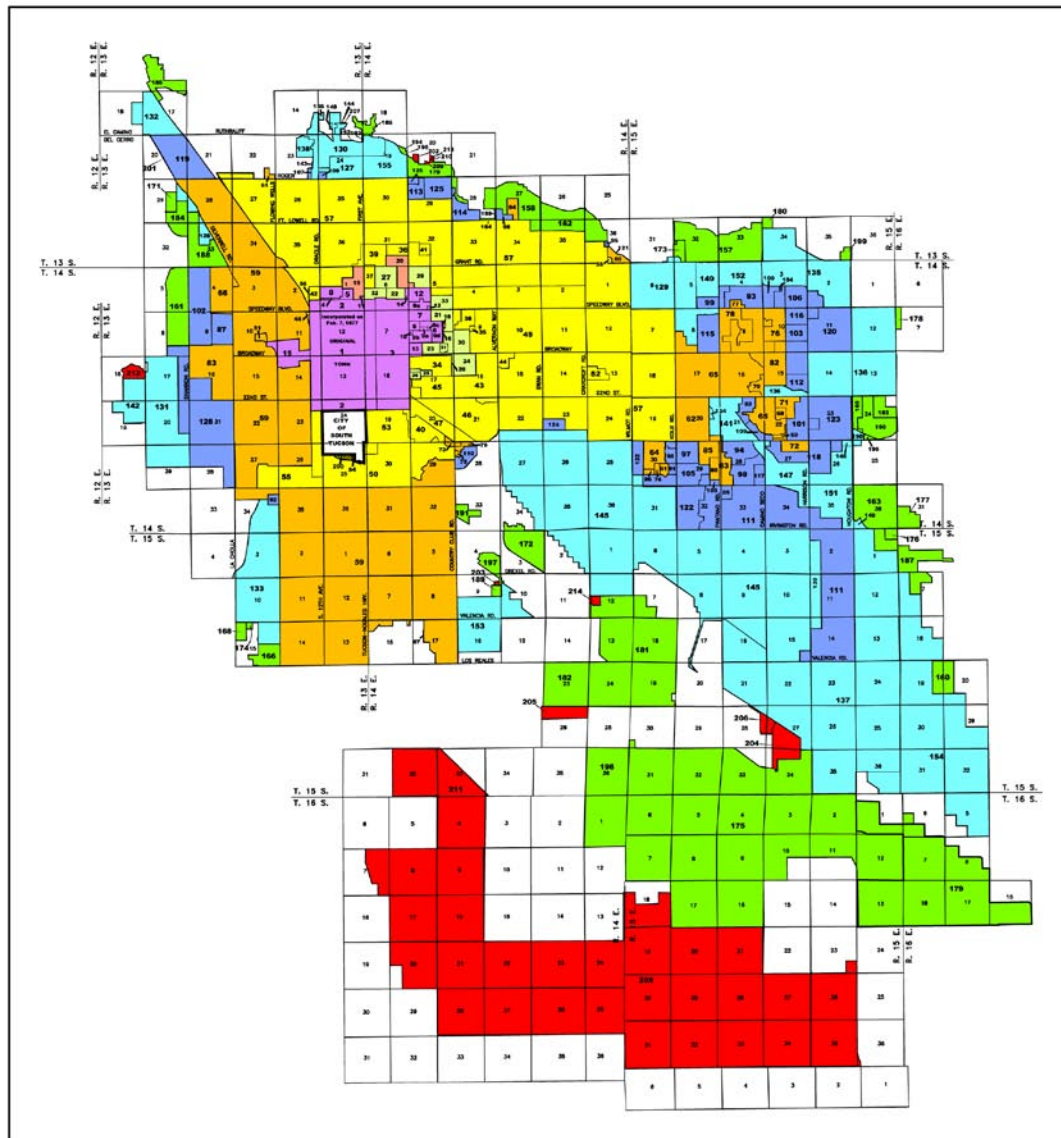


The Pima Association of Governments (PAG) maintains a traffic model and publishes ADT data for major roadways. Among those listed above, Houghton Road south of Irvington is expected to increase to 81,200 by the year 2025, an increase of 468% from 2003. Interstate 10 is projected to increase to 123,200 during this same period, an increase of 248%. This is compared with a projected region-wide ADT percentage increase of 92% during this same period.

Annexations

The Southeast area became part of the City of Tucson through annexations that occurred primarily since 1980. The vast majority of the area south of I-10 was annexed since 2000.

Map 5. Annexation Chronology



PLANNING ACTIVITIES

General Plan

The City of Tucson's *General Plan*, which was adopted by its voters in 2001, designates four growth areas, including the "Central Core," "Mid-City," "Evolving Edge" and "Future City." Each of these areas recognizes the unique stage of evolution of various sections of the City. Each growth area has a separate set of policies reflective of development characteristics, infrastructure availability, and the extent to which the area can accommodate the City's future population growth. The southeastern portion is located primarily within the "Evolving Edge" while the south-central portion is located in the "Future City".

The *General Plan* projects a total population within the City Limits of 771,438 by 2025, with most of the growth occurring within these two growth areas. According to the *General Plan*, the "Evolving Edge" contains a total of 36,002 acres, 21,496 (59.7%) of which are vacant. The "Future City" contains 31,208 acres, 29,852 (95.7%) of which are vacant. The Evolving Edge and the Future City constitute 44.1% and 38.3% of the City's vacant land, respectively.

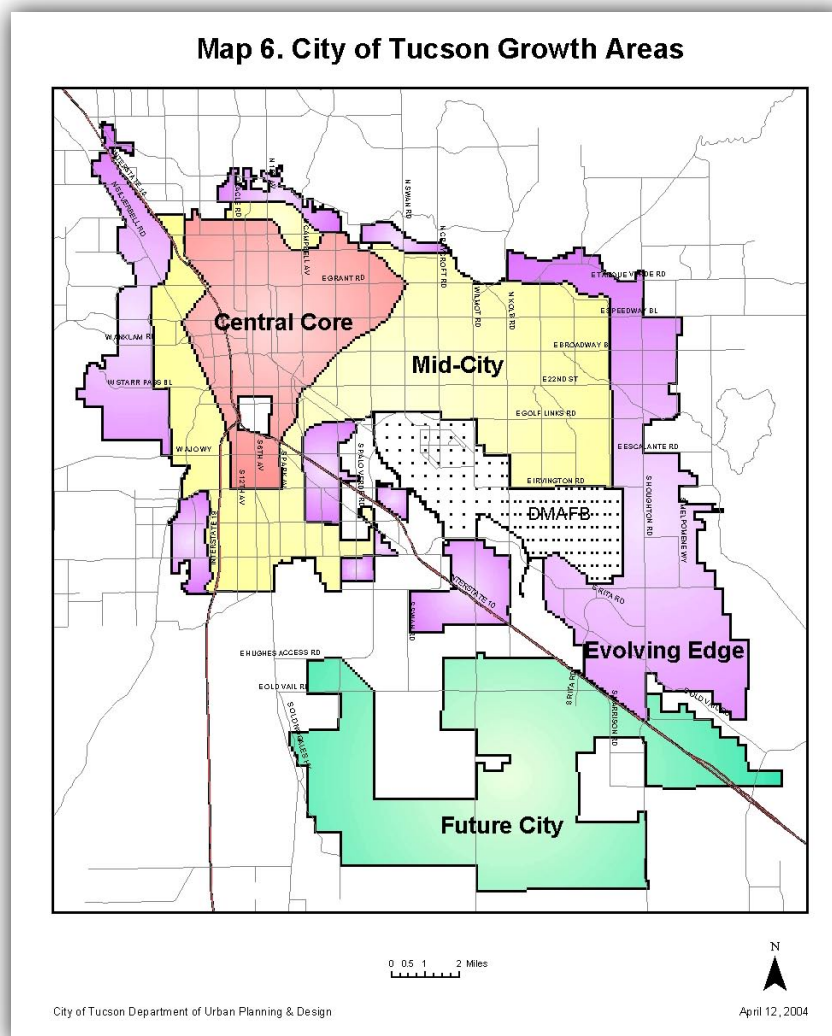


Table 9. Vacant Parcels by Ownership, Proportion and Growth Area

	Central Core	Mid-City	Evolving Edge	Future City	Total City
Total Land Area (sq. miles)	27.6	62.6	84.4	49.3	223.8
Total Vacant Acres (sq. miles)	6.2	16.4	56.3	48.8	127.6
% Land Area Vacant	22.5%	26.2%	66.7%	99.0%	57.0%
% Vacant Publicly Owned	74.8%	66.0%	72.0%	98.7%	81.2%
% Vacant Privately Owned	25.2%	34.0%	28.0%	2.2%	18.8%
% of City Total	4.8%	13.3%	44.1%	38.3%	--

Source: Derived from City of Tucson, *General Plan*, 2001.

The “Evolving Edge” has the following specific policies in the *General Plan*, all of which acknowledge the need to maximize the development potential of currently vacant lands in a logical and cost effective manner:

- Develop a long range-capital improvement program...to coordinate the construction of the required facilities with the release and development of State Trust land.
- Engage the Arizona Department of Transportation (ADOT) and the Arizona State Land Department (SLD) in a cooperative planning and construction program for the Houghton Road Corridor and the adjacent State Trust lands. Phase the reconstruction of Houghton Road to meet the anticipated increase in demand for road capacity as the State Trust land develops.

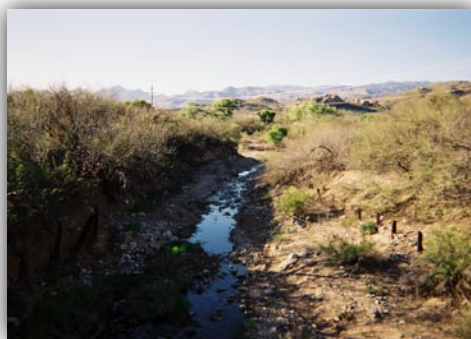


- Establish the Desert Village land use pattern for the large tracts of State Trust land within the “Evolving Edge” Growth Area. Desert Villages include strategically located Desert Village centers and community centers to increase transit use; reduce air pollution; improve delivery of public and private services; and create inviting places to live, work and play.
- Promote policies, programs, and improvements that support a compact, transit-oriented jobs-housing balance within the I-10 corridor.
- Support compact development patterns, which minimize the need for additional public facilities.
- Support a mix of housing types and opportunities throughout the Evolving Edge Growth Area to meet the diverse needs of the residents.

- Protect washes, linkages to important habitat areas, and wildlife corridors through design and development practices, which respect the natural environment.
- Expand the regional trail system and connect it with the Pima County system.
- Investigate the establishment of a “Concurrency” ordinance, an “Adequate Public Facilities” ordinance, or a “Service Area Boundaries” ordinance to require public facilities to be in place or to be properly phased to meet the demand of new development.

General Plan policies related to the “Future City Growth Area” are as follows:

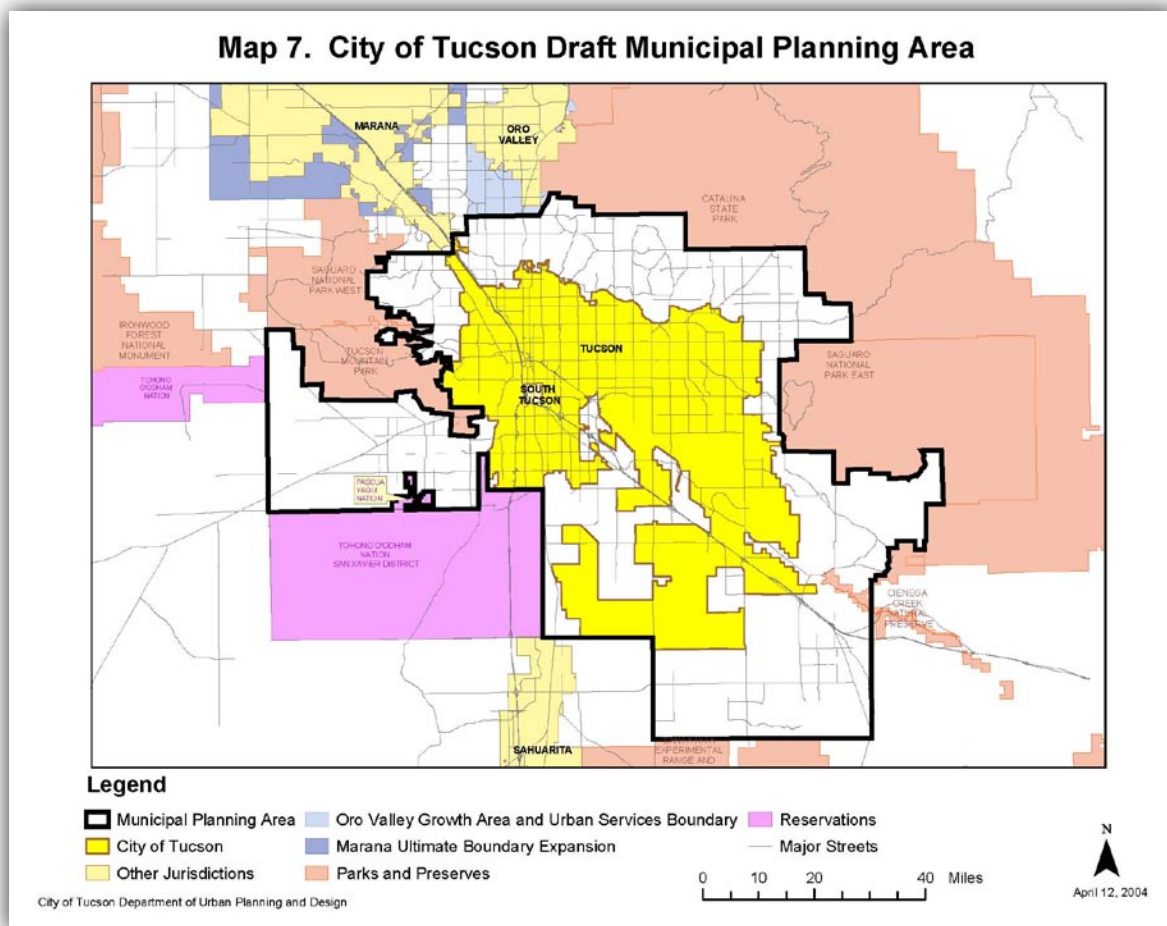
- Work cooperatively with the State Land Department to master plan and phase the release and development of State Trust lands over time, to coincide with community need and the availability of the required infrastructure and services.
- Establish the Desert Village land use pattern for the large tracts of State Trust Land within the “Future City” Growth Area. Desert Villages include strategically located Desert Village centers and community centers to increase transit use; reduce air pollution; improve delivery of public and private services; and to create inviting places to live, work and play.
- Support a mix of land uses, including housing types and opportunities and supporting retail and commercial services to balance housing and services with the anticipated jobs in the I-10 Corridor and to reduce the need for long-distance, single occupant vehicle commuting.
- Protect washes, linkages to important habitat areas, and wildlife corridors through design and development practices, which respect the natural environment.
- Expand the regional trail system and connect it with the Pima County system.



City of Tucson Plan for Annexation

The City of Tucson has developed an annexation strategy to address large scale growth occurring within the metropolitan area. The City of Tucson has recently released a report called *Five Trends Tucson?* (available at <http://www.tucsonaz.gov/planning/5trends.pdf>) that documents some of the major problems that the City of Tucson and its region are encountering. One major problem identified is the current development trend, which is for land to be developed in Pima County and then annexed into the City. Pima County contains a significant number of residents living in an unincorporated area. As of 2004, 333,487 persons (over 35% of the county total) reside in an unincorporated portion of the metropolitan area. Since the County must provide urban services to a large number of residents living in unincorporated areas, County property taxes are among the highest in the State of Arizona.

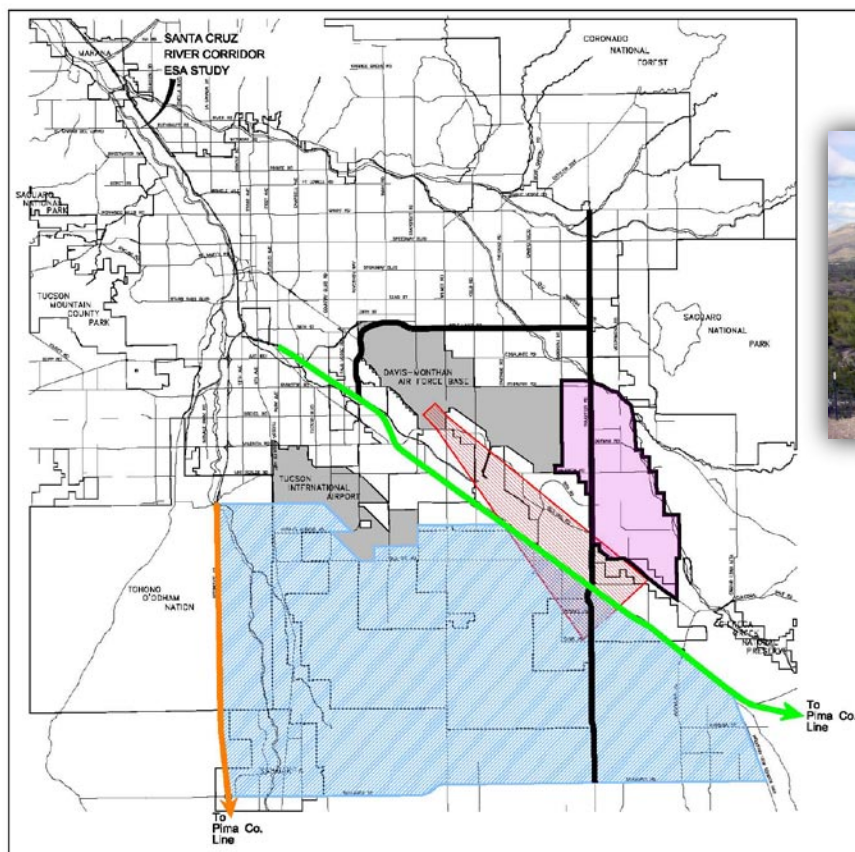
The Plan for Annexation was formally approved by the Mayor and Council on June 28, 2004. The Plan has been developed with the recognition that annexation of vacant land in growth areas allows the City to phase development and better plan for City infrastructure and services. As part of the Plan, the City developed a Municipal Planning Area (see below) which shows where urban development exists and where future growth will occur.



Houghton Area Master Plan (HAMP)

For the past year, the City of Tucson and the Sonoran Institute have been engaged in master planning effort for the Houghton area (see map). The area consists of 7,500 acres located in the northern part of the Southeast area. While most of the land located in this area is owned by the State as Trust land, the study area extends into existing development which form an initial population base for the area. The Tucson Mayor and Council have initiated the HAMP effort to provide master planned guidance for development in this area. The *General Plan's* "Desert Village" model is being used as a guide in the master planning process. The model strategically locates "desert village centers," community centers," and neighborhood centers to increase transit use, reduce air pollution, improve the delivery of public and provide services, and to build a sense of community. Economics Research Associates from San Francisco is participating in this process to ensure that what is proposed is feasible from a market standpoint, and will ensure the highest return for future State Trust land releases.

Map 8. HAMP Region Current Planning Projects



Legend

- Southeast Area Arterial Study - PAG
- Houghton Area Master Plan - City of Tucson
- Joint Land Use Study (JLUS) - Arizona Dept. of Commerce
- Houghton Road Corridor Study - ADOT
- I-10 Corridor Profile Study - ADOT
- I-19 Corridor Study - ADOT

<Not to Scale>



April 12, 2004

City of Tucson Department of Urban Planning and Design



Transportation Plans

The City of Tucson, Pima County and the State of Arizona have been actively planning for the growth expected in the Southlands area. There are currently a number of transportation plans under consideration that directly affect the area and demonstrate the extent of public investment.

- **Sahuarita Road.** The Sahuarita Corridor is a general term used to identify a proposed bypass that will link I-19 to I-10 south of Tucson. The project was proposed in the 1980's as a means to improve the flow of freight moving between locations south of Tucson and locations east of Tucson. A study and preliminary environmental assessment was completed in 1990, which recommended an alignment between Pima Mine Road and Sahuarita Road. The environmental portion of the study was updated in December 2001. Both of these studies were performed by ADOT.
- **Houghton Road Corridor Study.** The Houghton Road Corridor Study is being undertaken by ADOT in cooperation with Pima Association of Governments (PAG), the City of Tucson, and Pima County. Several planning efforts are currently underway in the Houghton Road corridor.



Recent development in the area along Houghton Road, particularly south of Golf Links Road, has accelerated. This has generated concerns about traffic congestion. As density increases in the area, the urgency to plan future roadway improvements also increases. The purpose of the Houghton Road Corridor Study is to develop a long-range transportation plan that area planners, residents and jurisdictions agree will meet the traffic needs of the roadway over the next twenty to thirty years or until the area is fully developed.

The study team will evaluate current conditions along the Houghton Road Corridor from its northern boundary at Tanque Verde Road to its southern boundary at Sahuarita Road. The loop linking Houghton Road, Golf Links, Alvernon and I-10 will also be included in the analysis. The study team will then formulate and analyze several alternatives for future improvements to the roadway, create an access control plan, and ultimately decide on a recommended corridor configuration.

- **I-10 East Corridor Study.** The I-10 East Corridor Study is being undertaken by ADOT to identify future capacity needs in the I-10 Corridor between I-19 and the City of Benson, Arizona. Work began on the study in May 2003. The study will produce a Corridor Report and a General Plan for improvements through the 2030 design year. Future programming of State highway funds is dependent on the recommendations of corridor studies such as this.

The Corridor Report will document existing and future (2030) transportation conditions, needs and deficiencies. Corridor infrastructure conditions, traffic operations, and environmental issues will be analyzed to support and justify corridor improvements for existing deficiencies and for future travel demands. Issues such as future interchanges, access control, noise, drainage, and design criteria will all be included in this report.

The Plan will include conceptual design drawings, construction cost estimates, and recommended construction sequencing for corridor improvements. The Plan will also include specific recommendations for any immediate safety and capacity projects needed to maintain corridor efficiency and safety.

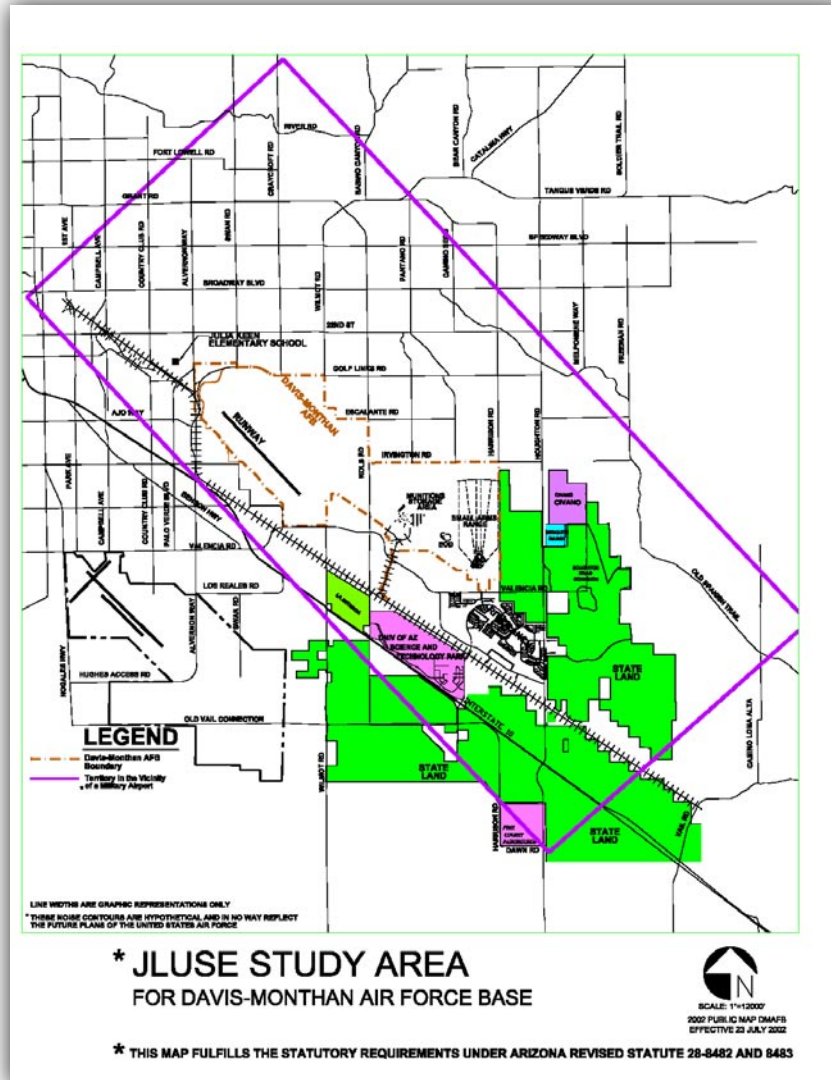


Davis-Monthan Joint Land Use Study



The purpose of the recently completed Davis-Monthan Air Force Base Joint Land Use Study (JLUS) is to facilitate the implementation of compatible land uses around the Base through a cooperative program that includes the City of Tucson, Pima County, Davis-Monthan Air Force Base and other interested parties. The purpose of JLUS is to protect the air force base's mission and its economic benefits while increasing the economic diversity and viability of the community through the facilitation of compatible land uses near the base. A key component of the program is the rezoning and acquisition of land located in high noise areas to prevent the encroachment of non-compatible uses.

The preservation of this land will limit development within Southeast Tucson, and will further the increase in development pressure on State land.



Sonoran Desert Conservation Plan

Pima County has developed the “Sonoran Desert Conservation Plan” which was adopted in 2001. The plan gives high priority to preserving and protecting important natural resources. As a growth management tool, the plan specifically strives to direct growth to less environmentally sensitive areas through the conservation of land. Overall, the plan strives to protect and manage 5.9 million acres of lands in the following categories: biological corridors and critical habitats, cultural resources, mountain parks and natural preserves, ranch conservation, and riparian protection. Land management and protection is proposed through a variety of means including development review and acquisition.

A first step in its implementation, Pima County has put forward a \$174,300,000 bond question for the purpose of acquiring over 15,000 acres of high priority publicly and privately owned land covering 24 separate sites. In addition to environmentally sensitive lands, other lands identified for the purpose of protecting land use encroachment at the Davis Monthan Air Force Base have also been included.

The bond question is a progressive step toward the preservation of open space in the Tucson metropolitan area. This will have the effect of focusing development that is adjacent to the current urbanized area. The result will have the effect of increasing the value of property within the existing and currently developing areas.

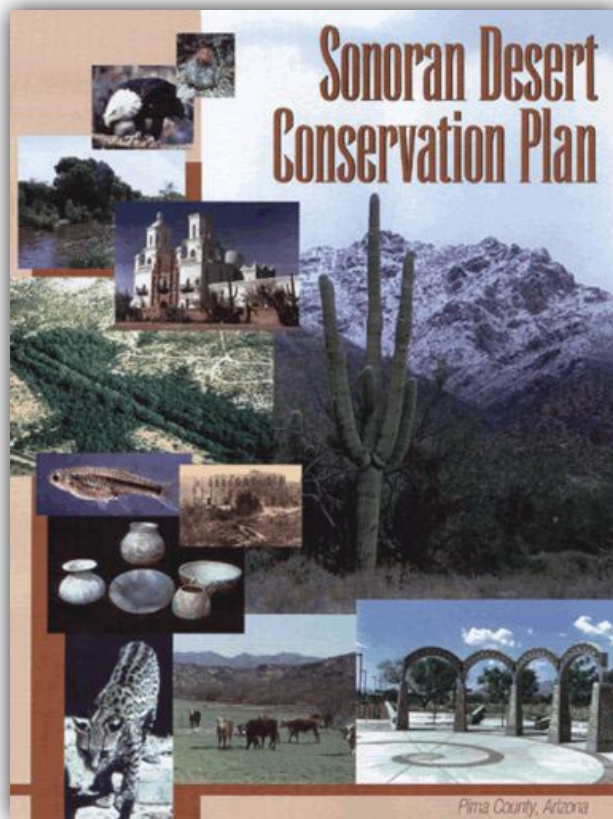


Photo credits: Turks Head Cactus, Bald Eagle, and Ocelot courtesy of Arizona-Sonora Desert Museum. Gila Topminnow courtesy of Arizona-Sonora Desert Museum/John Rinne. Mission San Agustín (Convento) courtesy of Arizona Historical Society. Pygmy Owl in Saguaro courtesy of Michael Terrio.

OTHER INITIATIVES

There are several major projects also underway in the Southlands area that reinforces the assertion that development pressure is high in this part of the region.

- **The Passages of Tucson.** Hoffman-Howard Development, Inc., a national development firm from Minnesota, is interested in developing a mixed-use “lifestyle” center located within Southeast Tucson just north of I-10. The developer envisions several master planned centers including mixed residential, retail, hotel, amusement and office within a series of “village” style formats. The siting of the facility in this location was based upon extensive market research, the parcel’s centralized location when the Southlands is built-out, and the metropolitan area’s fast approaching status of containing over one million people.



- **University of Arizona Science and Technology Park.**

The University of Arizona Science and Technology Park is a 1,345-acre high technology research and commerce center located at 9000 S. Rita Road. The park is home to 30 high technology companies and organizations working in the fields of advanced materials, aerospace, environmental technology, information technology, life sciences and optics. The site was developed by IBM in 1978 and was purchased by the University of Arizona in 1994. Currently, the park has a total annual wage and salary impact of \$604 million for the Tucson metropolitan economy, and generated a total contribution of \$1.8 billion. The park has 1,000 acres available for lease, and

contains 2 million square feet of available space. At its build-out, it is estimated that the park will employ 25,000 persons.

- **Century Park.** Century Park is a 263-acre industrial park located on Kolb south of Valencia. The park currently contains approximately 100,000 square feet of warehousing space. It is also home to the “Port of Tucson”, which is a transportation and logistics operation that benefits from Interstate and rail access at the park. The park is also a registered Foreign Trade Zone.

CONCLUSION

The Southlands area of the Tucson metropolitan area is currently experiencing significant growth. While much of the land in the area is vacant State Trust land, planning must occur now in order to ensure effective growth management. History has shown that land developed within unincorporated Pima County is often incompatible with City development standards.



Unincorporated County jurisdictions cannot effectively stop ‘wildcat subdivisions’ from occurring. This unplanned, haphazard development is very costly to both local jurisdictions and the State.

Haphazard, unplanned development presents problems of infrastructure provision and budgeting, public safety response, health-welfare issues, legal access and community cohesion. This type of development generally lowers the value of adjacent land due to its unplanned, inefficient, and typically unsightly nature.

The Southlands Area presents the opportunity to work with one major land owner, the State, to master-plan the majority of this area. This will result in greater than normal value retained in land prices due to the advantages of master-planning and the logical, phased provision of infrastructure required by production. The timing of market-driven need and publicly provided infrastructure is synchronized.

Tucson should pursue the annexation of land within the Municipal Planning Area. The result will:

- Prevent the ‘lost value’ integral to unplanned, haphazard development.
- Provide in a logical, master-planned, phased manner the provision of infrastructure necessary to make the land marketable.
- Preserve and enhance the intrinsic value of State-owned lands held in trust.